

three hundred and fifty dollars, and sentenced to four years imprisonment, for eighteen violations of the liquor law. The case was heard by the judge of the district court.

OUR SPECIAL AFFAIRS.

The record to date yesterday, and looked for the past week, was exceedingly light. We have consequently to notice another advance in common to good State bonds, of 25c, a 50c per barrel. The whole rise in the past few days has been fully equal to \$1 per barrel. Pen and extra barrels were also from 12c, to 25c per barrel higher. Indian corn was firm. About ten tons and bushels were sold, to arrive in 15 minutes, at 75c per bushel. Provisions were in fair demand, and most pork closed at about \$12.50 per barrel, in lots. Shoulders and hams were in good demand, with pretty free sales, at full prices. Groceries were steady, with moderate sales. The cotton market closed firm, but sales were moderate.

ON OUR INSIDE PAGES.

To-day will be found a variety of entertaining and interesting reading. Among other things, Notices of New Publications; letters from the Watering Places, New England, Massachusetts, New York, N. Y., &c.; some valuable information concerning Kansas and Nebraska; Commercial Affairs, &c., &c.

The Revenue and the Expenditures of the Government—Retrenchment Postponed.

The grand aggregate of the appropriations for the current fiscal year, to meet the expenditures of the federal government, of all kinds, gives us every reason to apprehend that among the first necessities of the next Congress will be a demand from the Executive for a loan to supply the wants of an empty treasury.

The following exhibit of the year's appropriations, which we find to our hand in the columns of the *Courier and Enquirer*, will show to the incredulous reader how the money goes for the support of the peace establishment, under the "retrenchments" of General Pierce's administration. Peace or war, the sum total exceeds the annual schedule of expenditures of any year since the adoption of the Federal Constitution. With fifty thousand men engaged in the war with Mexico, the annual expenses of the government were less than under the peace establishment of General Pierce. Here is the bill of costs for the current fiscal year:—

APPROPRIATIONS MADE AT THE FIRST SESSION OF THE THIRTY-THIRD CONGRESS.

Civil and Diplomatic Appropriation bill	\$14,400,000
Army and Navy Appropriation bill	13,375,000
Post Office Appropriation bill	9,850,000
Interior Appropriation bill	6,500,000
Education Appropriation bill	1,500,000
Light House and Steam Ship Appropriation bill	1,400,000
Construction of the Panama Canal	10,000,000
Mexican Treaty Appropriations	10,000,000
Land and other Federal do.	800,000
West Point Academy do.	100,000
Fortifications do.	854,000
Indian Affairs do.	2,370,000
Naval War do.	75,000
River and Harbor bill for Cape Fear, North Carolina	147,000
Miscellaneous appropriations for Military and Naval Service, &c.	600,000
Indefinite appropriations, payment of interest on National Debt, &c.	5,000,000
Revenue from Customs, &c.	2,100,000
Ocean Steam Appropriation (accidentally lost, but still required by contract)	2,100,000
Total	\$69,945,000

Deferred Until Next Session.

River and Harbor bill	\$2,500,000
For South Carolina service	10,000,000

Total amount of expenditures provided for by the bill for the year 1854, \$82,445,000.

Add to this sum total a bill of expenditures which will be required on account of the bombardment and burning of Greytown, and allow something for other contingencies, and the bill for the fiscal year will rise to the handsome figure of at least ninety millions of dollars—being an increase of over thirty millions upon the average of Gen. Taylor's and Mr. Fillmore's administration, including Galphin and Gardner claims.

This increase in the civil list is about seven millions of dollars; for the army some three millions; for the navy, including six war steamers, some five millions. The ten millions extra to Santa Anna are a new thing, though probably only the prelude for another similar bill or two before the end of the present administration. The growth of the country, the opening of new Territories, the necessities of new States, and new custom houses, and the increase of offices, justify to a considerable extent, an increase of appropriations. The strengthening of the navy and of the army may also be sustained as measures of wisdom and expediency, at the present crisis in the affairs of the civilized world. But no such apology can be made in reference to the spoils appropriation of ten millions to Santa Anna and his allied corps of spoliators—Mexican and American; no pretext of justice or necessity can be sustained for expenses such as those of the Greytown frolic.

We confess that the country is mainly indebted to the House of Representatives for the defeat of the Wisconsin, the Minnesota, and other railroad log rolling and stock jobbing schemes, amounting, in the bills which passed the Senate, and in the bills introduced into both houses, exclusive of the Pacific railroad, to a projected confiscation of the public domain scarcely less in value than fifty millions of dollars. These schemes were the special pets of the Kitchen Cabinet. The failure, also, of Colt's patent extension, and other patent monopoly favoritisms, recommended in general terms, in the President's annual message, as worthy the special attention of Congress, has saved the public from a taxation of many millions; provided, always, that the next session is not conquered by the Kitchen Cabinet and the lobby. But had the recommendations of the administration been carried out in behalf of the land jobbers and the patent monopolists, to the extent of the bills introduced, the American people would have been saddled with an increased bill of costs, in various shapes, of not less than one hundred millions of dollars.

For these retrenchments upon the programme of the administration we are mainly indebted to the House of Representatives; and in view of this fact there may be some palating excuse for the half a million of dollars, more or less, voted for such "lickings and stealings" among the House contingent, as books, extra printing, &c. From these book speculations, the Clerk of the House, and other members of the Kitchen Cabinet, will, no doubt, realize something handsome in the way of trade; but these are trifles compared with the railroad jobs and the patent monopolies, yielding their hundreds of thousands of dollars for the Kitchen Cabinet and the lobby.

Taking the whole bill of expenditure, made and to be made for the current fiscal year, regular, irregular, and extra ordinary, at ninety millions of dollars, and admitting that Congress have made retrenchments in the programme of the administration spoilsmen equal to a hundred millions, we are still apprehensive that the current expenses of the treasury will exceed the supplies. If we are not mistaken, the tariff receipts for the last fiscal year were, in round numbers, seventy-six millions of dollars. From the reductions in the first quarter of the current year, and from the fact that the country, from Boston to California, is full

of goods unemployed, the total Custom House receipts of this fiscal year will probably not exceed sixty millions. Throwing out the public lands, and not likely, to yield anything for the future beyond the expenses of their management, we must depend entirely upon the customs in any safe estimate of our future means. With receipts of sixty and a surplus in the outset of thirty millions, the amount of the supplies of the treasury will be ninety million. The bill of costs, actual and estimated, for the current year, being ninety millions, it is, therefore, highly probable that before the first day of July next, Secretary Guthrie will be left without a dollar in the treasury, of his original surplus of thirty millions, and his magnificent collections from the customs.

What follows? We are given to understand pretty distinctly, that before the expiration of this fiscal year we may count upon the purchase of Cuba, or a war with Spain, including such allies as may choose to join her. The cash price of Cuba can hardly be less than \$150,000,000. Rumor has it, indeed, that the administration has offered that sum for the island. A war with Spain, including France and England, however short the war may be, can hardly amount to a smaller infliction upon the treasury. Peace or war, therefore, the current supplies of the treasury being otherwise absorbed, among the first acts of the next Congress, or probably among the acts of the next session, we may expect a loan of fifty millions or so, for the first instalment for the purchase or conquest of Cuba. By a judicious application of the principles of retrenchment and reform, on the other hand, there might be in the treasury by the first of July next, above all the liabilities of the peace establishment, a surplus of from fifty to seventy-five millions of dollars.

What, from these figures and deductions, are the reasonable final estimates of the foreign and financial policy of the present administration? Simply these—that though it came in with a large surplus in the treasury, it will go out with a large deficiency; and that in regard to Cuba, it is more likely to involve us in a war of indefinite duration and doubtful results, than to compass a peaceful acquisition of the island. We have outlived the age of "retrenchment and reform." Spoilsmen govern us, and corruption rules the roost—thanks to the Baltimore party conventions for the adoption of the one term principle.

City Railroad Monopolies.

The language held by the residents of the Eleventh avenue in relation to the Hudson River Railroad cars may be unreasonable in some respects, but in the main it well deserves attention. To talk of tearing up the rails or employing violence in any shape to remedy the grievance of which complaint is made, is of course preposterous; a recourse to such measures would place the railroad company in the right and the indignant residents of the avenue in the wrong. We trust no such folly will be attempted. As matters now stand, there is much to be said in favor of the complainants. Whatever service the railroad cars may render to business men who live in the country, the injury they inflict on the street through which they insist on running their locomotives is plain and indisputable. No man would willingly consent to have a train of cars whirled along at twenty miles an hour a dozen times a day close past his door. If he have children, the danger is fearfully increased; and we can quite understand though we cannot approve the violent feeling such a practice has aroused along the North river shore. It is of no avail to urge, on behalf of the company, that the convenience of travellers requires that the locomotives should proceed as far as Thirty-first street; it is far better that the customers of the Hudson River Railroad who live at Yonkers and do business in town should spend half an hour more on the road, and be drawn by horses as far as Fifty-fifth or Sixtieth street, than that the residents of the avenue should be kept in perpetual terror of their lives. Public convenience is a great thing no doubt; but public safety is of far more importance. And when it becomes a question whether the convenience of merchants or the lives of the residents of the avenue shall be sacrificed, no reasonable person can hesitate for an instant in deciding that the former must give way.

If the dangers of which complaint is made could be called problematical or visionary, a defence might be set up for the course of the company. But sad experience has furnished ample proof of their reality. Frightful accidents—occasionally causing the death of innocent individuals—are constantly occurring on the line of the Hudson River Railroad. If any one could be found to pretend that a locomotive running through a populous street was not likely to cause accidents to life and limb, the records of the Coroner's office and the city news columns in the daily press would at once give the lie to the pretension. But no one has ventured to set up so bold a defence. The dangers admitted on all hands; and it is further obvious that it would be fearfully increased were it not for the constant watchfulness and anxious care which it imposes on the residents of the locality. The city has no right to impose any such burden on its inhabitants. It has no right to grant a monopoly which shall subject one section of the people to an inconvenience compared to which the delay dreaded by the customers of the railway is trifling and insignificant. The residents of Eleventh avenue are entitled to the same protection and security as we enjoy; it cannot be pretended that it is granted to them so long as the locomotives are permitted to rush past their doors, crushing everything in their reckless course, and sending a thrill through the heart of every mother in the neighborhood.

What is to be done, then? The same difficulty has occurred in other cities; and each has solved it in its own way. The Paris terminus at the outskirts of the city; should the latter proceed along the line of the road, provision is made for removing the terminus still further out. No inconvenience is occasioned by this arrangement; as carriages and other hacks convey travellers to the terminus in a very short space of time and for a very small expense. We are far behind the Parisians in this respect. Two of the London termini, those of the Greenwich and Blackwall Railways, are in the heart of the city; in both cases the rails are laid on viaducts on a level with the second story of the houses, so that the traveller looks into garret windows as he is whirled along. The other London termini, those of the Great Western, Northern and Southern lines, are on the outskirts of the city; and in general the railroad companies own the land on both sides the line. A project has recently been set on foot to establish a central terminus in Paddington street in the centre of modern London; should this be carried

into effect, all the lines would be brought on viaducts or in tunnels through the city. The great tunnel at Liverpool, into which the train enters at the entrance of the suburb, and which disengages itself in one of the busiest streets in the city, is doubtless familiar to all our readers. In Boston, the railroad owns the road over which they travel, and protect passengers on the cross roads by means of gates, which are closed when the trains are expected.

Here are a variety of plans, all of which meet the case proposed to us. The Hudson River Railroad can either build a viaduct, on which the locomotives could travel to Chambers street; or excavate a tunnel with a mouth at the same place; or purchase a line of road as far as their present depot at Thirty-first street; or build a new and single terminus at the outskirts of the city, say between Sixtieth and Eightieth streets. Any one of these courses would silence complaint and give satisfaction to the public. But as the expense of either of the two first would probably prove an insuperable barrier to their adoption, and as the acquisition of a continuous line of road from Fiftyth to Thirty-first street, if practicable, would be at least equally costly, the only plan which does not seem open to objection would be the removal of the New York depot to a spot where habitations are so sparse as to obviate any danger from the running of locomotives. This step, we imagine, will be ultimately forced upon the company, if the city is alive to its interest and its duties, before very long. There is no reason why the complaints of the residents of Eleventh avenue should not be heard and acted upon without delay. The city is under no obligations to the Hudson River Railroad Company. It has not thought fit to follow the example of the Harlem road, and run city cars for the accommodation of residents in the avenues. To the complaints of those whose persons or property have been injured by the reckless pace at which the cars travel through Tenth avenue and Hudson street, the company has turned a deaf ear; and the line is now not without reason regarded by the people of those localities as a public nuisance.

Should any practical steps be taken to set matters on a proper footing, the Harlem road should be included in the indictment. Its depot at Thirty-first street, though open to fewer objections than that of the Hudson River road, in consequence of the tunnel, is still too near to be pleasant. Both should be carried beyond the limits of the city; and when this is done, the practice of running freight and passenger cars with steam or horses into the heart of the city should at once be prohibited.

THE PRESIDENT'S ORGAN AND MR. CHANDLER.

The Hon. Joseph R. Chandler, an old whig ex-editor of Philadelphia, and at present, as he has been for several years, from his first election, a useful member of Congress from that city, is a Roman Catholic. A year or two since, as our readers will remember, he made the trip over the water, in company with the Hon. George Briggs, of this city. They parted at London, whence Mr. Chandler pursued his way to Rome, from which place he returned greatly strengthened in his religious faith, by the pardoning benedictions of the Holy Father. All this, as it appears, perfectly innocent as it is, may prove to be very unfortunate for Mr. Chandler in regard to the chances of his reelection to Congress.

The administration is deeply concerned for Mr. Chandler, inflexible old whig though he is; for the President's organ thus betrays its unspeakable grief and indignation upon the subject. Discouraging upon the movements of the Know Nothings in Philadelphia, the *Union* says that—

The next victim that these partisans expect to lay their hands on is Hon. Joseph R. Chandler, the highly esteemed and representative of Congress from Philadelphia, who standing in the national legislature as a generous, gifted, honest and patriotic gentleman, is only equalled by the warm affection entertained for him at his own home. But Mr. Chandler, like Charles Carroll, and like Roger B. Taney, is a Catholic, and his sentence is said to be written already. He is inexorably foredoomed by the new party leaders now in power. How far the people will submit to this ostracism of an eminent and beloved citizen, we are anxious to see. How far the city of Penn will lend itself to a persecution almost as revolting as that which drove our fathers from their fair homes, we are eager to ascertain. Politics has strange and sudden freaks, but this would be the most extraordinary of all.

Generous sympathy! Wonder how the administration will come out of the Pennsylvania October election!

INFORMATION WANTED.—One of our "constant readers" desires to know what the democratic Van Buren Soft Shell State Convention of the 6th of September are likely to do upon the following points:—

Who will they nominate for Governor?

What will they do upon the Nebraska question?

And upon the Temperance question?

And upon the Know Nothing question?

And upon the Canal question?

And upon the Common School question?

And upon the Spoils question?

And how will they come out of the election?

We answer that, from the lights before us, the Van Buren free soil spoilsmen at Syracuse will very probably nominate an outsider for Governor; whip round the sharp corners of the Nebraska bill, or split upon it; repudiate the Maine law, with a proviso in behalf of good liquor; give the Know Nothings a wide berth; cut a double shuffle upon the Canal question; dodge the School question; stick fast to the spoils, "holding the President in their arms," (minus John McKean), and come out of the election as weak and stale as dish water. Their last chance is a glorification of the bombardment of Greytown, and a repudiation of the bill of costs. The last chance.

THE GADSDEN TREATY.—A NEST-EGG FOR ANOTHER.—Our attention has been called to that part of the Gadsden treaty which brings the new boundary line to a point on the Colorado river "twenty miles below the mouth of the Gila;" and we are asked, "does this mean south in a direct line, or down the channel of the Colorado?" We don't know. It may be that this indefinite phraseology is the result of a design for another boundary dispute, and that it was intended as a nest-egg for another treaty, involving another appropriation of ten, fifteen or twenty millions to the parties concerned. We may expect, therefore, as soon as Santa Anna's present ten millions are squandered, to hear of another boundary question with Mexico, and another Gadsden treaty.

THE WHIG MASSES.—Thurlow Weed called upon the "whig masses" to rally to the restoration of the party. Let him call again, a loud call, and call quickly, or they may all be gone to Saratoga. The "whig masses" are wanted.

"MAKING ROME HOWL."—It appears that Hon. John P. Hale, at the Anti-Nebraska Convention at Rome, in this State, on Wednesday last, "spoke with great power for two hours."

SUMMER AMUSEMENTS.—NOTES FROM THE WATERING PLACES.

We publish in to-day's paper interesting correspondence from various of the watering places known as watering places. We presume that the habits of such "retreats" as Saratoga, Newport, Cape May and Niagara, pursue happiness in the usual style. The ladies promenade, flirt, pick, bathe, sipper and eat bonbons—the men lounge, drink, smoke, play whist or faro, and attend to the ladies.

The fact that there is really no business being done at present in this city has crowded nearly all the watering places, particularly on the sea shore. Newport has been very thin, as far as visitors are concerned, until the past week, when all the hotels were filled up. The letter of our correspondent places before the public in a strong light the meanness of many of the householders at this village. It appears that they are engaged in the delicate business of cutting their own throats; i. e., they take it for granted that every victim who cannot get lodgings at the hotels, and is, therefore, obliged to rely on their tender mercies, is a fair prize, and they bleed him accordingly. This will have the effect to keep many people away from the place in future seasons; whereas, if those persons who let lodgings would be satisfied with a fair profit, their customers would be glad to return to them. As the case stands now, only millionaires can afford the luxury of a season at Newport.

The number of visitors at Niagara during this season has been comparatively small, on account of false reports relative to the cholera. We have the very best authority for stating that these reports are wholly unfounded in fact. The only cases of cholera, or of any disease resembling it, have occurred among a few laborers at the Suspension Bridge, and there is not the slightest reason for apprehension on this score by tourists, however timid they may be. On the 9th instant the hotels were very comfortable, and the weather was delicious. In natural advantages, salubrity of climate, and other very pleasant things, Niagara is far superior to any of the other watering places.

Saratoga Springs is the scene of a great deal of gaiety and dissipation just at present, and the season will be quite full during the next three weeks. The Anti-Nebraska Convention is to be held at this place on Wednesday.

Several of our correspondents, having become tired of crowds, and the frivolity and heartlessness of snobs and parvenus, as displayed at the fashionable watering places, have sought out for themselves quiet nooks in the country, and there they enjoy all the delights of rural life, without any of the drawbacks of heavy expenses, uncomfortable rooms, and impertinent servants, which are the unavoidable consequences of a residence in any place which is frequented by people who are anxious to make a great show with the few dollars that chance or cheating has placed in their pockets. Such are the variety and extent of this great country that all tastes may be satisfied, and communication is so easy and so rapid that pleasure seekers have only to "pay their money, and take their choice."

Let every body, then, make the best of the three or four weeks which are still left for enjoyment, either rural or marine. Soon the fall season will be upon us—country merchants will crowd our shops—city belles will sail along Broadway in all the splendor of laces and brocades—the theatres will display their several attractions, and New York will again become the Paris of the Western World.

A VALUABLE BOARD OF HEALTH.—The prevalence of the cholera in the Baltimore almshouse, its existence in the surrounding counties, an increased general mortality in the city itself, but no cholera in the city at all, prove that Baltimore has been peculiarly fortunate in its sanitary regulations and in the selection of its board of health.

ADMINISTRATION VICTORIES.—The loss of several thousand votes in North Carolina, in spite of Buncombe and Cingman a dead loss in Iowa, the election of a whig in Benton's district, and the general defeat of the democrats in Missouri. The victory of Greytown opened the campaign. More yet to come.

A NICE QUESTION.—The Washington *Union* calls Greytown "a nest of robbers," and asks how far the administration was wrong in breaking it up? Will Marcy be good enough to answer?

MR. JOHN COCHRANE and the National Democrat.

TO THE EDITOR OF THE HERALD.

DEAR SIR—I have read in your paper of to-day what purports to be an extract from a newspaper called the *National Democrat*, published, I am told, in this city. Its low grade, probably, having removed it from my sight, I am indebted to your columns for authentic information of its present existence, and of that part of its contents which you publish. I am not in the habit of seeking recommendations for those who are applicants for place. I need not say to those familiar with the *Custom House* how abundant is that commodity. I have no knowledge of ever having asked any person to recommend any one for office, or of ever having made efforts to procure any such recommendation. As I cannot conjecture to what "sounded" the *National Democrat* refers, I suppose that I may as well frankly admit the superior knowledge which I possess of the contents of that class of men. I will thank you, Mr. Editor, to publish my denial, though aware of the evidence which it furnishes, that